Cannot Segregate Colored Americans

IMPORTANT DECISION BY SUPREME COURT. EVICTED PASSENGERS ARE AWARDED DAMAGES.

Washington Bee 3/26/21

A case of vital importance to the colored people of the United States was decided last Thursday by the Supreme Court of the District of Columbia when Chief Justice Walter McCoy ruled that the jim-crow law of Maryland, which makes it a crime for colored passengers to ride in the same part of a railroad train or electric car as white passengers, was unconstitutional and void as applied to interstate colored passengers. The court further held that a so-called "regulation" promulgated by a railway company, segregating white and colored passengers, was unenforceable, and directed a jury of twelve white men to return a verdict in favor of two colored men who had been evicted from a car of the Washington, Baltimore and Annapolis Railway Company because they had refused to occupy rear seats when directed to do so by the conductor.

The evicted passengers were Frederick V. Brooks and William A. Waller, colored business men residing in Kenilworth, D. C. On August 6, 1917, they were evicted from an electric car of the W. B. & A. at Best Gate, Md. The car on which they were riding was moving between Annapolis and Naval Academy Junction, two points wholly within the State of Maryland, but the evicted colored men were riding on a ticket entitling them to transportation into this city.

Railroad Must Pay $500 to Each.

As a result of the eviction from the train, Brooks and Waller were compelled to spend the night in a partly enclosed station of the railway at Best Gate, and the exposure caused them to become slightly ill.

Although no excessive force was used by the conductor in evicting them from the train, and although the actual damage and loss sustained by them was slight, the court ruled that the eviction was wrongful and illegal and directed the jury to award them such damages as the jury might think proper to compensate them for any actual loss, and for any physical pain and suffering, and for any mental anguish suffered by them as a result.

The jury, after half an hour's deliberation, returned a verdict against the railway company for $1,000, each plaintiff being awarded $500.

O'Leary, Assistant District Attorney, was Counsel.

Brooks and Waller were represented in the case by Attorneys James J. O'Leary and Raymond Neudecker, with offices in the Fendall Building, this city. Attorney Robert I. Miller was also of counsel for the plaintiffs.

Mr. O'Leary, who is Assistant United States Attorney for the District of Columbia, argued the constitutional-law features of the case and procured the ruling that the jim-crow law of Maryland was unconstitutional as applied to interstate colored passengers, and the further ruling that the segregation "regulation" of the company was unenforceable, because it was unreasonable, not duly promulgated by the board of directors, and not duly filed with the Interstate Commerce Commission.

The railway company was represented by Attorneys Littlepage and Tolliver.

A former Senator of Maryland appeared as a witness for the railway and testified that there was a public sentiment in Maryland in favor of the segregation of white and colored passengers. He also testified that the Maryland jim-crow law was in force when Brooks and Waller were evicted.

Far-reaching Effect of Decision.

Because of the far-reaching effect of the decision and its importance from the standpoint of constitutional law, the case may be carried to the Federal Supreme Court.

The effect of the decision is this: That State jim-crow laws are valid, if valid at all, only in the State enacting such law, and in such State only as applied to transportation entirely within the confines of such State. If a colored passenger buys a ticket in a jim-crow State for transportation to a city outside such State, he cannot be segregated under such State law. Likewise, if a colored passenger buys a ticket in another State for transportation into or through a jim-crow State, he cannot be segregated while traveling in such jim-crow State. Moreover, if he buys a ticket in one jim-crow State for transportation into or through another jim-crow State, he cannot be segregated under any State jim-crow law.

Local Train Makes No Difference.

Another highly important phase of the decision is that the fact that the interstate passenger is traveling on a local train between two points wholly within a jim-crow State is immaterial, and that even on such a journey on a local train a colored passenger cannot be segregated under any State jim-crow law.

This very phase was presented in the Brooks-Waller case. Brooks and Waller were traveling from Annapolis, Md., to the District. The train from which they were evicted at Best Gate, Md., operated between Annapolis and Baltimore, two points wholly within the State of Maryland. At an intermediate point—namely, Naval Academy Junction—they were to change cars and take a through train to Washington.

Because of the fact that they were on a local train, the railway company's attorneys contended that such part of their journey was intrastate transportation.

Defense Riddled by Plaintiff's Attorney.

This contention of the defendant was riddled by Mr. O'Leary, who pointed out to the court that commerce takes on its character as either state or interstate from the very moment that the transportation commences; and that as Brooks and Waller were, from the moment they boarded the train at Annapolis, destined to Washington, interstate passengers until they reached their destination.

In support of his argument that the Maryland law was unconstitutional as applied to interstate colored passengers, Assistant District Attorney O'Leary reviewed the decision of the Federal Supreme Court from the earliest decision to the latest case and demonstrated the truth of the plaintiffs' contention by using the very cases relied upon by the railway company.

The climax came when Attorney O'Leary exhibited to the court a certified copy of the tariff filed by the railway with the Interstate Commerce Commission, which showed by the defendant's own action in filing such tariff with the Interstate Commerce Commission that the railway was subject to such commission and that the transportation involved was interstate.

Eloquent Plea to Jury Wins Verdict.

Because of the fact that the plaintiffs had sustained no serious financial loss by reason of their eviction, the railway attorneys pleaded with the jury to award to them only one cent for damages.

In his closing argument to the jury, which was composed entirely of white men (the railway having excluded the two colored

District of Columbia
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jurors on the panel), Attorney O'Leary made an eloquent plea for the colored people which won the verdict of $1,000 damages.

"The railway company," said Mr. O'Leary, "seems to forget the Thirteenth, Fourteenth and Fifteenth Amendments to the Constitution; the company's attorneys seem to overlook that the slavery days are a nightmare of the past; they close their eyes to the fact that colored people are citizens of the United States; they fail to remember that colored people have bodies and souls just like the whites, as well as minds that can suffer the pangs of mental anguish; they would have you minimize the damages because the plaintiffs are colored, although the Constitution and laws of the United States say that the colored and the white men stand equal before the law." He then pictured the colored people in their true light and demanded substantial damages.

Case Attracted Much Attention.

The importance of the case attracted a large crowd to the court room, many prominent colored people being present. The case opened last Monday afternoon. For three days the railway company vainly tried to get into evidence a "regulation" requiring conductors to segregate white and colored passengers. The plaintiffs' objections that the so-called "regulation" had not been signed by the board of directors and had not been promulgated in accordance with the interstate commerce law excluded it as a defense for the railway.

The company then tried to prove as a defense that the plaintiffs were smoking and refused to occupy the smoking compartment. But Attorney O'Leary had this evidence as a defense stricken out, since the company had not specially pleaded this matter in reply to the complaint filed by Brooks and Waller.

Government Official Testifies for Plaintiffs.

After the conductor of the train who had evicted Brooks and Waller testified that they were smoking, Attorney O'Leary asked the conductor to describe the weather conditions on the night of the occurrence. The conductor said that it was thundering that night. When the defendant's witness had finished his testimony, Mr. O'Leary called as a witness an official from the Government Weather Bureau, who testified that the official records did not report any thundering that night.

Another interesting phase occurred when Attorney O'Leary asked the defendant's attorneys to produce the report that the conductor had made of the occurrence on the train when Brooks and Waller were evicted. The railway's attorneys said that they could not produce it at once, because they thought it was in the railway office at Baltimore. Mr. O'Leary then closely questioned the conductor about his report, and finally the conductor admitted that the last place he saw the report was in the office of the attorneys for the railway.

Railway May Appeal Case.

From the date of the verdict the defendant has five days in which to make a motion for a new trial, and in the event that such motion is overruled, may appeal the case to the Court of Appeals of the District of Columbia. In case the Court of Appeals affirms the lower court, the railway may then seek to carry the case to the United States Supreme Court.

As the matter now stands, however, colored people riding from the District of Columbia to points in, or through, States having segregation laws cannot be segregated under such State laws; and the same is true of interstate colored passengers coming into the District from points outside of Washington.

ATTORNEY JAMES J. O'LEARY

—Whose mastrly argument in the Brooks-Waller case resulted in the court decision that the Maryland Jim Crow law is unconstitutional as applied to interstate colored passengers. Mr. O'Leary, who has offices in the Fendall Building, is Assistant United States Attorney, D. C. He has represented the Govcrnment in many important prosecutions.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 13

Jim Crow Car Laws — 1921.

District of Columbia

Herald-Commonwealth 3/23/21

Washington, March 19.—In awarding a erdict of $500 damages each to two Negroes against the Washington, Baltimore and Annapolis Railway Company yesterday at Washington, Justice McCoy passed a ruling that may result in interstate electrical companies being compelled to permit white and colored passengers to ride in cars without being segregated.

The suit was the outgrowth of Frederick V. Brooks and William A. Waller, both colored, being put off a Washington, Baltimore and Annapolis car at Best Gate, three miles from Annapolis, August 6, 1917. The men had boarded the train here and held tickets to Washington but refused to get into the colored compartment.

Justice CcCoy held that the state "Jim Crow" laws do not apply to interstate travel.

DECISION IN RAILWAY CASE FAR REACHING

Journal + Guide

If Destination is Washington State Law Does Not Apply

3/26/21

DAMAGE AWARDED TWO

May be Important Victory if Fight for Enforcement Continues

Washington, D. C.—A ruling that may result in inter-state electric railway companies being compelled to permit white and colored passengers to ride in cars without being segregated was made this week by Justice McCoy, when he directed a jury to return a verdict in favor of Frederick V. Brooks and William A. Waller, both colored, who on August 6, 1917, were put off a car of the Washington, Baltimore and Annapolis Railway Company at Bestgate, Md. An award of $500 each was made by the jury.

The plaintiffs, through attorneys J. O'Leary and W. Raymond Neudecker, stated that they were compelled to leave the car at an out-of-the-way place because they refused to move from the front of the car where they had obtained seats. Both men held tickets to Washington and boarded the train at Annapolis.

Justice McCoy held that the railway companies have no right to compel passengers, whether white or colored, to take any specific seat in their cars, as the law known as the "Jim Crow law" is applicable only as far as State traffic is concerned and does not apply to persons in interstate traffic.

He declared that the men were within their right in taking seats in the front of the car and the company acted in violation of the law in putting the two men off from the train.

Justice McCoy ruled that in order to segregate white and colored passengers in interstate commerce the companies must first file the proposed regulations with the Interstate Commerce Commission. Mr. O'Leary, in his argument, stated that the railway company had taken no such action and that the segregation rule had been made by the trainmaster and not by the directors of the corporation.

The decision will be applicable to all railway companies running out of the District of Columbia, and despite the length of the journey taken by a colored man, if his desination is Washington, he cannot be compelled to take a seat at the direction of the conductor unless the company has taken the action to make the "Jim Crow law" of the State apply to interstate traffic.

The effect this important ruling will have can not exactly be estimated at present. This is the first definite ruling covering a wide area yet made on the so-called "Jim Crow law."

The importance of the victory is second to none yet made concerning the Negro race.

THE CASE AGAINST THE W. B. A.

Afro-American 4/1/21

Jim Crow Car laws were struck a mighty blow last week, when Judge McCoy in the District of Columbia Superior Court awarded judgment against the Washington, Baltimore and Annapolis Railway Company to the extent of $1,000 in a jim crow case.

Mr. Frederick W. Brooks and Walter A. Waller, business men of Kenilworth, Md. took a train from Annapolis to Naval Academy junction, two points within the state, in order to change at Annapolis Junction and take a train for Washington. At Best Gate the white conductor put both men off because they refused to go into the jim crow car.

At the trial the Company held that it was keeping within the state law, which is to provide separate seats for the races in intra state traffic. The car, it is said, plied only between Annapolis and Annapolis Junction, and therefore came within the rule.

Justice McCoy shattered this argument by reference to the tickets of the plaintiffs which were stamped Annapolis to Washington. Since Washington was their destination, it made no difference what kind of a train they rode on, they were entitled under the ruling of the Supreme Court to sit where they pleased.

When the Railway Company saw that the case was lost, its attorneys pleaded with the jury to award the plaintiffs one cent damages. It had already had the two colored jurors in the panel excluded, but an all white jury brought in a verdict for $500 in each case. The company has appealed the case, but it is belived that the decision will stand.

Colored people in the state will rejoice over the decision, and especially will a death blow be struck to the several electric lines running from Washington to Alexandria, and other points in Virginia, which have made it a practice to jim crow colored people as soon as the cars crossed the state line.

Wants Jim Crow Cars

Washington D.C. 4/3/21 Herald

Washington, D. C., April 1.—Senator Pat Harrison of Mississippi, introduced a bill in the Senate yesterday providing separate compartments in street cars for the races. The measure has no chance of passing.

WASHINGTON, D. C., March 24.

Monitor 3/26/21

A decision has been handed down by Justice Walter I. McCoy, of the supreme court of the District of Columbia, which is of great moment and which may be far-reaching in its effect. This decision seems to bear upon all passengers in all parts of the United States. Read it, and reflect upon the confusion that will occur in the byways of the far south—in localities where no sincere and hearty recognition has been given a president since Jefferson Davis. The case, as reported in the Washington Post of March 18, 1921, is as follows:

A ruling that may result in interstate electric railway companies being compelled to permit white and colored passengers to ride in cars without being segregated was made yesterday by Justice McCoy, when he directed a jury to return a verdict in favor of Frederick V. Brooks and William A. Waller, both colored, who on August 6, 1917, were put off a car of the Washington, Baltimore and Annapolis Railway company at Bestgate, Md. An award of $500 each was made by the jury.

The plaintiffs, through Attorneys J. J. O'Leary and W. Raymond Neudecker, stated that they were compelled to leave the car at an out-of-the-way place because they refused to move from the front of the car where they had obtained seats. Both men held tickets to Washington and boarded the train at Annapolis.

Good Only in State Traffic

Justice McCoy held that the railway companies have no right to compel passengers, whether white or colored, to take any specific seat in their cars, as the law known as the "Jim Crow law" is applicable only as far as state traffic is concerned and does not apply to persons in interstate traffic.

He declared that the men were within their right in taking seats in the front of the car and the company acted in violation of the law in putting the two men off from the train

Must File Regulations

Justice McCoy rules that in order to segregate white and colored passengers in interstate commerce the companies must first file the proposed regulations with the Interstate Commerce Commission. Mr. O'Leary, in his argument, stated that the railway company had taken no such action and that the segregation rule had been made by the trainmaster and not by the directors of the corporation.

The decision will be applicable to all railway companies running out of the District of Columbia, or to the District of Columbia, and despite the length of the journey taken by a Negro, if his destination is Washington, he cannot be compelled to take a seat at the direction of the conductor unless the company has taken the action to make the "Jim Crow law" of the state apply to interstate traffic.

It is gratifying, indeed, to see this decided step taken. It is regarded by all right thinking people as the only decision that could have been made consistent with our form of government. Race prejudice struggles hard for manifestation in this section of the country (which is the mid-land separating the north and the south), but it is rapidly losing ground, and in time must disappear with all other barbarisms as unworthy of an enlightened age.

It will be remembered that, during the war, the W. B. & A. company attempted to enforce a regulation relegating colored passengers to rear seats. Many clashes occurred between passengers and cracker conductors (imported) until a damage suit was won by a lady passenger, whereupon the annoyance ceased for a time, at least for a respectable looking passenger. Race prejudice has nine lives, but time and patience will see them all laid low.

WASHINGTON D. C. HERALD JULY 19, 1921

Discusses Jim Crow Cars.

To the Editor, The Washington Herald:

In a late issue of The Herald J. C. Cunningham suggests a solution of the "Jim Crow" car problem: "Let the colored people put their money together and buy railroad cars, just like the Pullman Car Company and private family cars." How will that proposal appeal to the colored people? Would they accept such a solution? It is not likely they would. Mr. Cunningham says: "No sensible colored men and women care a rap for riding in railroad cars with the whites." Is that broad assertion in accord with the facts? Let us see about that. It is a matter of history that many instances have occurred where colored people have objected to being isolated from riding in coaches meant for white people and have brought suit against the railroads for being ejected from cars intended for the whites only.

As a matter of fact, the colored people object to separate street cars here in Washington. When bills have been introduced in Congress, as frequently done in the past, loud protests have been made by the leading colored men of the city.

If the colored people had sufficient pride and self-respect and an independent spirit, they would not object to separate cars, provided they are—and they should be—equal in every respect to the cars set apart for the white people. There are separate schools, separate churches for the whites and blacks, and the latter have their separate theaters, why not, then, have separate street cars? Is there any good reason against it?

I have been told that some time in the past separate cars had been in use, but it did not work because when there was a rush for office in the morning and for home in the afternoon white people would invade cars apportioned to the colored people, and consequently the plan was abolished.

Had a penalty, say of $5, been a part of the law for any one, white or black, trespassing on each others rights, a few fines would have made the plan effectual. JUSTINIAN.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH

MAKE THE VICTORY COMPLETE

Funds Urgently Needed to Further Prosecute "Jim Crow" Car Case.

Washington Eagle

Every Negro in America should be interested in, and will be affected by the final decision in the famous Jim Crow car case of Fred U. Brooks and William A. Waller, interstate passengers, who recently won a victory in Supreme Court of the District of Columbia, now pending in the Court of Appeals. This case is being hotly contested, as it will be far-reaching in its effects. Up to date the plaintiffs rBooks and Waller, have spent hundreds of dollars out of their own limited personal resources in order to fight this legal battle, the successful outcome of which will inure to the benefit of the entire Negro race in America. The following self-explanatory appeal is being published, with the request that every Negro pastor in America and every fraternal or civic association among our racial group, will see that the said appeal is properly presented and favorably acted upon in their various churches lodges, societies or other organizations. The appeal follows:

1247 Kenilworth Ave. N. E.
Washington, D. C.

To Pastors, heads of Fraternal Organizations, Civic Associations, etc.:

We respectfully invite your attention to the fact that the Jim Crow car case of Fred U. rooks and William A. WaBller versus the Washington, Baltimore and Annapolis Railway Company, which Messrs. Brooks and Waller won in the Supreme Court of the District of Columbia, is now pending in the Court of Appeals. Proper attorney's fees and the expense of printing a brief in reply to the brief of the railway company will require a great deal of money—the exact amount of the costs cannot at present be estimated. Our victory in this case will mean that eevry Negro who travels on a railroad or railway will never again be compelled to ride in a Jim Crow car when traveling as an interstate passenger.

We, therefore, appeal to you to request your congregation, your lodge, your society or civic, educational, religious or business association, to give us a donation, as we desire to contest the case to a successful conclusion for the benefit of the entire Negro race.

This movement has the indorsement of the aptist Ministers' Conference and Bthe civic associations of the District of Columbia.

Please send all contributions to The Washington Eagle, 907 You Street Northwest. Washington, D. C., and all contributions will be acknowledged in the columns of said paper—thus making sure that all money contributed to this worthy cause will be properly expended.

Yours, for the race,
Fred U. Brooks.
William A. Waller

MAKE THE VICTORY COMPLETE

Wilmington Del.

Funds Urgently Needed to Further Prosecute "Jim Crow" Car Case

Advocate

11/11/21

WASHINGTON, D. C., Nov. 2.—Every Negro in America should be interested in, and will be affected by the final decision in the famous "Jim Crow" car case of Fred U. Brooks and William A. Waller, interstate passengers, who recently won a victory in the Supreme Court of the District of Columbia, now pending in the Court of Appeals. This case is being hotly contested, as it will be far-reaching in its effects. Up to date the plaintiffs, Brooks and Waller, have spent hundreds of dollars out of their own limited resources in order to fight this legal battle, the successful outcome of which will inure to the benefit of the entire Negro race in America. The following self-explanatory appeal is being published, with the request that every Negro pastor in America, and every fraternal or civic association among our racial group, will see to it that said appeal is properly presented and favorably acted upon in their various churches, lodges, societies or other organizations. The appeal follows:

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This movement has the endorsement of the Baptist Ministers' Conference and Civic Associations of the District of Columbia.

Please send all contributions to the "Washington Tribune," 920 You street, N. W., Washington, D. C., and all contributions will be acknowledged in the columns of said paper—thus making sure that all money contributed to this worthy cause will be properly expended.

Yours for the race,
FRED U. BROOKS.
WILIAM A. WALLER.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 13

Jim Crow Car Laws - 1921.

General.

NEGROPHOBIA

2-17-21

The Outlook does not usually print twaddle without protest, but the following extract from an article in a recent issue will be so classified by many men who are not suffering from that malignant disease, race prejudice, in the form of Negrophobia. Christian Recorder

The other day I got into a motor bus to go from one small Southern town to another. The bus had four transverse rows of three seats each. I took the last vacant seat in the third row. The fourth row was vacant, but a respectable, well-dressed colored man stood near. The bus was about to start and the colored man stepped in. "Ah, ha!" I said to myself; "here is where the Negro gets the best end of the Jim Crow plan, for we are crowded and he has a whole row of seats to himself." But wait a minute; two white lads drew near, looked at the bus, and talked to the starter; they wanted to go, too. The starter scratched his head and then addressed Mr. Negro. In the most friendly and genial way he said: "Say, old fellow, I don't see how we can handle you this trip, unless you stand on the running-board and hold on." And with equal good nature and a wide smile our colored passenger replied, "Sure! All I want is to get there." So white dignity and the law of race separation were satisfied; the two white boys had the three seats to themselves, the Negro "got there" all right, and there wasn't a bit of ill feeling.

This might have been written as a rare specimen of Negrophobia and white dignity, but it seems to be approved by the writer as the right way to prevent race conflict. If the two white boys had stood on the running-board we might speak of it "with a smile" and laugh at the outcome of race separation laws, but when we consider the tragedies that grow out of such incidents, every right-minded white man will say that the Negro showed himself the superior of the "starter" and the white boys.

The writer goes on to say, "In the North we often see an unhappy-looking Negro sitting in a trolley car while white men stand up uncomfortably rather than take a vacant seat beside a Negro." Where in the North does he see this? We see white and colored men riding together on the trolley cars every day, but we have never see the unhappiness of either the white man or the Negro. Both white men and colored feel most at home with their own race, but the man of either race who cannot sit comfortably in the trolley car with a clean, well-shaven man of another race should be given a room in some lunatic asylum.
—The Christian Banner.

A GENTLEMAN ALWAYS

A man put this question to us, which doubtless has occurred to many of our readers. A street car was filled. Persons were standing. Several white men were sitting in the front of the car and two colored men. An elderly white woman entered. Not a white man stirred. None seemed to notice her. She was old, and unsteady, and the car jostled her much. "Madam, take this seat," said one of the colored men, lifting his hat. The old lady sat down, but was too tired to say thank you.

We were asked, in view of the fact that the woman was a white woman, should a colored man give her his seat, especially when white men were on the car and did not budge? In view of the further fact that every day we see hundreds of colored women standing in cars with numerous man offers a colored woman a seat—would it not have been right for the colored man to have kept his seat on the presumption that a colored woman might come in and no white man would give her a seat?

Furthermore, would not the giving of a seat to a white woman be implied as seeking "social equality?"

To all this we have but one answer: Let the Negro be a gentleman under all circumstances. Because a certain number of white men are not gentlemen, there is no reason why a Negro should not be a gentleman. We may copy the better side of white men's conduct, but never the worst side.

And we may add that there are white gentlemen who will give their seats to an elderly colored lady. They do exist. We have occasionally seen them. But whether they exist or not, the man who accommodated the old lady was a gentleman. We wish we knew his name.

Be a gentleman!

THE NEGROES ARE NOT SATISFIED.

The Standard
Sandy Simmons
Columbia S.C.
4/25/21

Some months ago, a commission of the Colored American Council appeared before the Interstate Railroad Commission of Congress and requested them to ask Congress to pass such legislation that would do away with Jim Crow cars, and give equal accommodations for Negroe passengers on railroad and steamboats. A representative from Illinois offered an amendment to the railroad laws to that effect, but a certain one from the South said that the Negroes were contented with conditions as they are at present, and did not want any change in that particular case. Of course that was the end of that proposed amendment.

Is it possible that the white man does not understand the Negro yet or does he understand him, but closes eyes to events? We look at hogs in their pens, sleeping, eating and roling around. Are they satisfied with their state of confinement? Open the door and see if they would stay in the pen, or run away to the woods We have seen birds in their cages, dasheing themselves against the wire trying to get out. They eat, sleep and sing. They seem contented: bu why fasten the door of the cage? Open it, and see if they will stay because they are fed three times a day.

Inmenageries we have seen the lordly eagle in his wire enclosure with space enough to exercise. H he has a dead tree on which to perch Between him and the blue skie there stretches a stout wire. Th door is securely locked. Why thes precautions? Is not the eagle satisfied because his food is secure. If you think so, open the door; or els remove the wireabove his head, an see if the king of birds will remain Have you ever noticed the stately lion or the royal Bengal tiger, as the walk up and down in their cages? they think? Perhaps not. But have they memories? They have. Are they content to remain in captivity? They are looking for their jungle homes.

Have you, Mr. Caucassion, ever passed through a crowded coach set aside for the children of Ham? Deep down in your hearts, have you not the pity for us that you show your blooded dog of faithful horse? Would you crowd dogs as we are crowded sometimes; sometimes after paying first class fare to go several miles, have to stand in the asile two deep or sit on the arms of seats or sit three ina seat, or else bedriven into the baggage cars by some conductors, and be made to sit on trunks? After being packed like sardines in a box look around and see butcher with two whole seats where he spreads his wares, and pushes and drives us out of his way, while he endeavors to sell to us. He tells us roughly to get out of his way. Where can we go? All the seats aretaken. If we stand on the platform the conductor tells us it is against the law to stand there.

Please Mr. white man, tell us what to do or where to go on such an occasion

Is that all? Not by any mean. We have been put in coaches with only one toilet for both sexes. That is bad enough in this day; but the train crew uses the same toilet. We do not mean the colored porter. We have seen the baggageman, the white flagman and the butcher use our one toilet.

Will any sabe man who was not blinded by race hatred, say that the Negroes of the South were satisfied with conditions as they are, and do not want any change? Until you prove to us that the eagle, lion, tiger and hogs mentioned above, are satisfied with their condition, we will say that the Negroes are far from being satisfied. But what can we do about it? We are entirely in the hands of the Southern white man; and can only appeal to his spirit of fair play and sense of justice to all men alike, regardless of race of color.

Agan we ask. Mr. whte man, if he ever had occasion to be dumped down at some out of the way station, especially at night, and in a winter's night at that? He goes to a nice warm waiting room, or else a boarding house is handy. The Negro has the money, but no place is open to him but a cold dirty waiting room; where in some places we have seen them use the waiting room for Negroes as part bagage, and every other kind of storehouse. Many times the agents take so long to sell tickets to Negroes that they are compelled to go on the train and pay excessive rates. If any one thinks these things are not so, let them take a tour of our rural stations. Of course there are exceptions.

Yet, in the face of all these things, there are those who say the Negroes are satisfied and contented under the circumstances. Well, we say we are not. But what are we to do about it? Only wait, and hope and pray. That is why so many Southern Negroes are in the North and West now. They are getting more and more dissatisfied every day. They prefer the uncertainty and rigors of the Northern winters than to remain in a section where they are no more than dogs. Having tasted of freedom, they prefer to remain in a section where they can strike back, if necessary; to a place where they are kept in peonage, murdered and deprived of their property without due process of law.

No. we are not satisfied; far from it. We are educating our children, and they are realizing that justice is not being done them. Though they cannot help it, they are restless, and will remain so until things take a change for the better for them.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH DEEL 13

Jim Crow Car Laws — 1921.

JIM CROW LAWS BE CONSIDERED

Savannah Tribune

Committee On Inter-Racial Relationships

1/22/21

Committee Formed To Eliminate Friction Between The Races

Atlanta, Ga., Jan 19. (Associated Negro Press)—That the committee on inter-racial relationships, of which prominent state and city officials, judges, ministers of both races, philanthropists and social workers, has been asked to consider the question of repealing the Jim Crow laws of Georgia, is reported here on reliable authority.

The repeal of these laws would allow both races to ride together without separation on railroad trains street cars, elevators and other public conveyances. It would do away with the colored coaches on railroad trains, the colored section on street cars, and elevators for colored people in office buildings.

What action the committee took on the subject, if any, is a matter of speculation. There is one report that some of the highest officials on the committee were in favor of the repeal of the Jim Crow laws.

The committee was formed for the purpose of eliminating friction between the races. Its object is to consider complaints as they arise, recognize them if the people are in the right, and endeavor to remove, quietly and without publicity, the source of the complaint.

One of the forms of race equality upon which leaders of the race are strongly insisting, it is understood, is the 'discrimination" against members of the race on railroads, street cars, office buildings, elevators, and in hotels, restaurants.

CONDITIONS ON RAILROADS

Savannah

Methods and Practices Should be Changed.

Journal 9/12/21

It is the common practice on railroads in Georgia that conductors use two rear seats in the car set apart for colored people as a business office. They store their boxes and books in these seats and it matters not how crowded the car is these two seats are held in reserve for this specific purpose. This, in our opinion, is contrary to law and should be stopped.

The practice is not only inconvenient to colored passengers on account of the space occupied but too frequently conversations held by men who enter the car for one purpose or another, are often obnoxious to women passengers who chance to be in hearing distance. It is reported tha ton the Seaboard train on last Sunday, going north that the conversation between these men was so disreputable as to become almost unbearable. Ths information was brought to us by a passenger of a local Seaboard train.

Now, we are doubtful as to whether the higher officials are aware of this condition. They know the law separates white and colored passengers and allows no encroachments upon the rights of either race. We cannot believe even those who practice the habit would kick strenuously against the proper operation of the law. Hence we as patrons of the various roads, ask that this matter be adjusted so that no friction will occur between units of the race.

WHITE PATRONS MAY ENTER FRONT OF CLOSED CARS

Atlanta Georgian, 9/6/21

White people may enter pay-as-you-enter trolley cars by the front door, according to C. M. Candler, chairman of the railroad commission, in a letter to H. D. Shackelford, chairman of the grand executive committee of the United Commercial Travelers, who recently wrote the commission of the congested condition on the rear of those trolleys as a result of the fact that all passengers were compelled to enter by the rear door.

Preston Arkwright, president of the Georgia Railway and Power company, in answer to questions asked by the commission, stated that the company had made a rule years ago which allowed white passengers to enter by the front door, but that it had fallen into disuse. He also stated that the rule has been republished and that special instructions for its enforcement are being given by the superintendent of transportation.

WHITE PATRONS MAY ENTER FRONT OF CLOSED CARS

Atlanta Constitution 9/6/21

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Georgia

Conductors in Ga. Made Policemen

9/3/21 Chicago Defender

Savannah, Ga., Sept. 2.—A decree recently handed down by the appellate court of the state of Georgia doubled the police force of the state in one of the most sweeping and radical decisions ever rendered by even a Georgia court. It declared that by virtue of the jim crow laws effective in that state, every conductor, whether on a train or street car, was a police officer and had the right to arrest the citizens of the state. It made it unnecessary for conductors judging actions on street cars to be infractions of the law to call regular police officers and gave them the power to arrest whomever they pleased without the necessity of a commission.

The decision was made in a case carried to the court by the street railway company of Savannah, with Mrs. Genevieve Lowe as the defendant. In a lower court, Mrs. Lowe had been awarded $500. This award was voided by the action of the court of appeals.

According to Mrs. Lowe's story told to a Defender reporter, she got on the car and took a seat in the part set aside for the Race. At the time there were only a few persons riding. Later the car filled and there were white persons sitting all over the car. Some white men were standing and they refused to take vacant seats in the part of the car allotted to the Race. They demanled that the conductor move Mrs. Lowe. She refused to go farther back where nothing but a bunch of rough men were sitting. The conductor then arrested her.

The lawyer whom Mrs. Lowe hired brought a charge of false arrest against the company and the damage award of $500 was made by the Chatham county court. The company appealed, holding that a legal principle was involved.

The appellate court in handing down its decision explained that the statutory law of the state requires segregation of the races in the street cars, and an order of the railroad commission does likewise. The arrest made by the conductor was held to have been a duty imposed upon him by the law which is further held to clothe him and his fellows with police powers. The consensus of opinion around here is that the court made a forced interpretation of the statute.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH

Jim Crow Car Laws — 1921.

Kentucky

Louisville News 4/4/21

What a great noise would occur if some lawmakers attempted to kill the Kentucky "Jim Crow" law. Papers like Louisville Post, would say if the Jim Crow should be wiped away, Colored men would flop themselves beside white women on the trains! In the waiting room, too, would say the Post. The writer was born in old Kentucky, and it has been our opportunity to travel "up North" a considerable bit. Through States like New York, Jersey, Pennsylvania, Massachusetts, Indiana, Illinois, and the like, we've seen no Jim Crow trains nor urban or interurban street cars. Yes there are Colored people in these States. Quite a few of them. They're not any different to those in Kentucky. The Whites are bound to be different, or else some excuse would be found for mean Jim Crow measures against Colored. Where trouble of Jim Crow nature does appear, its originator can be traced to some anti-Negro Southerner whom has moved North. Colored people in Northern waiting rooms and trains don't flop themselves on white women no more than Kentucky Colored people would do likewise if there were no Kentucky Jim Crow law. The white man who says our race would, knows just the opposite is the truth. The "pie boxes" for travel provided for us in the South, is an old, age-worn, outrageous injustice, perpetuated we presume to serve as a constant and visible reminder of the much toute d "white supremacy in America.

LOUISVILLE KY COURIER JRNL
MARCH 30. 1921

Carman Fined Cent for Attacking Negro Woman

Kicking a woman when her back is turned does not bear out a self defense plea, Judge Thomas R. Gordon ruled yesterday.

He gave a jury peremptory instructions to find for Lela Stringfellow, negro, and award to her some sum in damages against the Louisville Railway Company for an attack committed August 4, 1920, by a conductor.

The conductor said he was provoked to commit the attack because the woman cursed and threatened to strike him.

The jury returned a verdict of 1 cent.

Denies Own Race Berth in Pullman

3-27-21

Chicago Defender

Louisville, Ky., May 27.—According to the action of A. W. Winstead, who served on the jury in the case of C. L. Harris, state Y. M. C. A. secretary for boys' work, against the Pullman company, he believes the Southern white man is justified in the establishment of his Jim Crow laws. Winstead, who is prominent in musical circles here, was the only member of his Race to serve on the jury with eleven white men.

Ticket Is Taken

During June of last year Mr. Harris bought a sleeping car ticket from Louisville to Atlanta. When his ticket was presented on the train it was taken up by the conductor, and Mr. Harris was told that he could not occupy the berth in the state of Kentucky. He entered suit against the Pullman company for discrimination and sought $5,000 damages. He lost the case by a unanimous verdict in favor of the Pullman company.

Court Bars Question

The case consumed more than four hours and was marked by hot arguments from attorneys on both sides. Harris was represented by Attorneys Nelson M. Willis and Al A. Andrews. Attorneys for Harris sought to question the jurors regarding the right of our Race to ride in Pullman cars in the state, but the court refused to allow this question.

The case will be taken to a higher court. The verdict came as a surprise to citizens of Louisville, who had carefully followed the case.

KENTUCKY REFUSES TO

UPHOLD "JIM CROW" LAW

Baltimore Md. Herald
11/18/21

Paducah, Ky., Nov. 11.—A Pullman is not a railroad coach within the meaning of the Kentucky statutes,, Circuit Judge William Reed held here recently in sustaining a demurrer to an indictment against the Pullman company, charged with violation of the separate coach law. The indictment was returned because colored men have frequently been permitted to ride in the Pullman coach between Paducah and Louisville. As construed by Judge Reed the separate coach act applies only to the regular coaches of a railroad train.

Attorneys for the commonwealth will test the ruling and an appeal was granted.

JIM CROW LAW

Baltimore Md.
APPLIES ONLY
Afro-American
TO DAY COACHES
11/18/21

Kentucky Judge Decides That Colored People Have A Right To Ride In Pullmans

Paducah, Ky., Nov. 17.—A Pullman is not a railroad coach within the meaning of the Kentucky statutes, Judge William Reed held in the Circuit Court here in sustaining a demurrer to an indictment against the Pullman Palace Car Company, charged with violation of the Jim Crow Law.

The indictment was returned because several members of our race have frequently been permitted to ride in Pullman coaches between Paducah and Louisville.

As construed by Judge Reed, the separate coach act applies only to the regular coaches of a railroad train. Attorneys for the commonwealth will test the ruling and an appeal was granted.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 13

Jim Crow Car Laws - 1921.

Louisiana

NEGROES HAVE SIGHT SEEING CAR IN NEW ORLEANS.

Black Republic 4/1/21.

(By Associated Negro Press)

New Orleans, La., May 4.—Monroe Jackson, an enterprising citizen here, has purchased for himself a twenty-five passenger Wichita sightseeing bus, and he is going to maintain this car for the use of colored people of New Orleans and visitors to this city.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH

Jim Crow Car Laws — 1921.

N. Y. C. TRIBUNE
MARCH 29, 1921

Penrose Holds Negroes Should Ride in Pullmans

Senator Tells Home Delegation He Favors "Equal Rights" Bill in Legislature

From The Tribune's Washington Bureau

WASHINGTON, March 28.—Social equality for colored citizens in public institutions such as hotels, restaurants, railroad trains, Pullman cars and streetcars was declared for to-day by Senator Penrose, of Pennsylvania. He made the declaration to a delegation of colored men from Philadelphia and Pittsburgh, who called on him to ask his support for the Asbury bill in the Pennsylvania Legislature, known as the "equal rights bill." Senator Penrose authorized his visitors to announce publicly that he favored the Asbury bill.

"The time has passed," said Senator Penrose, "when there can be any discrimination against our colored citizens. They should have assurance that they will receive equal social, political and commercial rights and be placed on an equality in those respects with white citizens.

"As I understand it, the Asbury bill guarantees to the colored citizen freedom from discrimination in restaurants and hotels. I think they ought to be accorded full privileges of that sort. The Pennsylvania Railroad now hauls white and black passengers in the same cars. You see colored citizens in the Pullmans. There is no reason why they should not be there."

Washington Eagle 4/16/21

About two o'clock last Wednesday afternoon the redoubtable Pat Harrison, of Mississippi, for his constituents, arose in the Senate of the United States and introduced a bill to order the electric car line in the District of Columbia to prepare their cars "jim-crow" style for the separation of white and colored passengers.

Mr. Harrison's bill was one among the thousand which have been introduced at this extraordinary session. The news was immediately flashed to Mississippi and spread over the front page of the papers there, to make it appear that Mr. Harrison is assailing the breastworks up here in great shape.

It is not expected that the bill will do more than rest in the pigeonhole, while Mr. Harrison explains to his constituents that he almost has it through, and if they will return him to the Senate they may be assured of its passage. The game is purely political.

However, it is possible that Mr. Harrison will reap the whirlwind. If he aims to call up his bill and thereby focuses attention of the Senate to the matter, it is a sure thing that before the Senate, as present constituted, gets through with it there will be a bill passed which will abolish the "jim-crow" car forever.

JIM CROW CARS O. K., SAYS U. S. SUPREME COURT

Chicago Whip 11/5/21

WASHINGTON, Nov. 5.—Two decisions have been handed down recently affecting Jim Crow laws on the railroads. One, in a Kentucky court, holds that the Jim Crow law in that state does not apply to Pullman cars. The other, handed down by the United States Supreme Court, upholds the Jim Crow laws of Mississippi.

According to the Kentucky decision, a Pullman car is not a railroad coach. An indictment had been returned against the Pullman Co. for having frequently permitted the races to ride in the same car between Paducah and Louisville. As construed by Judge Reed, of the Circuit Court, the separate coach act applies only to the regular coaches of a railroad train. The demurrer of the Pullman Co. was sustained. It is thought that attorneys for the commonwealth will take an appeal from this ruling.

Supreme Court O. K.'s Jim Crow

A few days later the United States Supreme Court put its O. K. on state Jim Crow laws with reference to a Mississippi case. The case was the first of its nature to come before Chief Justice Taft.

According to his ruling, the United States was responsible under the Transportation Act of 1920 for damages arising under its failure to enforce state laws and rules regulating transportation within their borders.

A decision to this effect awarded $400 damages against the Director General of Railroads because three men were permitted to ride in a railroad car with white passengers from Pascagoula to Biloxi, Miss.

Judge Taft refused to review the case when it was brought before him.

National

Jim Crow Car Laws — 1921.

Mississippi.

JIM CROW CAR APPEAL LOST

The Atlanta Georgian 10/18/21

(By International News Service.)

WASHINGTON, Oct. 17.—Because of his failure to file necessary petition in statutory time, the Supreme Court of the United States, Monday, dismissed an appeal brought by the director general of railroads to test the authority of Mississippi to assess the government punitive damages for failure of the Railroad Administration to observe the State Jim Crow car law.

Under the State law three white men obtained $400,000 damages for being forced to ride in a railroad car with negroes.

STATE JIM CROW CAR LAW UPHELD BY U. S.

FIRST RULING UNDER CHIEF JUSTICE TAFT REFUSES TO REVIEW CASE WHERE U. S. MANAGEMENT OF RAILROADS LET COLORED RIDE WITH WHITE IN MISS.

The Boston Guardian 10/22/21

Washington, Oct. 17, 1921—The United States was responsible under the Transportation act of 1920 for damages arising from this failure to enforce State rules and laws regulating transportation within their borders.

A decision to this effect awarding $400 damages against the Director General of Railroads because three negroes were permitted to ride in a railroad car with A. E. Stevens and other white passengers from Pascagoula to Biloxi, Miss., will stand the Supreme Court today refusing to review it.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH

Jim Crow Car Laws -1921.

North Carolina

NEW ENDOWMENT SECRETARY FOR N. C. MASONS

Major R. R. Moton Making Complete Tour of the State

LARGE CROWDS GREET HIM

News Butchers Ruled Out of Colored Coaches By Order

Journal + Guide 3/19/21

(By T. L. McCoy)

Raleigh, N. C., March 19.—(Special Dispatch)—The Masonic Endowment Board met in this city last week. Grand Endowment Secretary, Prof. W. G. Pearson, acknowledged the receipt of $40,388.73 from Col. James H. Young, past endowment secretary. State Insurance Commissioner Hon. Stacy W. Wade and Mr. G. H. Andrews, cashier of the Citizens Bank in this city, wrote

PROFESSOR W. G. PEARSON.

Col. Young warm letters of sympathy in his illness, and commended him for his business dealings with them.

Dr. Moton Touring State.

Dr. Robert R. Moton is making a speaking tour through North Carolina this week. Commencing Tuesday, March 15, he will deliver an address at Chapel Hill, Orange County Teachers' Training School 12 M.; University of North Carolina, 6 P. M.; mass meeting at Durham, 8 P. M.

Wednesday—Holly Springs, 12:30 P. M.; Berry Okelly Training School, 4 P. M., Method, N. C.

Thursday—11 A. M., Zebulor; Wendell, 1 P. M.; Garner, 3:30 P. M., North Carolina State College, 6 P. M.

Friday—Fayetteville, 12 M.; Wilmington, 8 P. M.

Dr. Moton is not only recognized as being a good speaker, but a great educator, as well as a sound adviser. It is predicted that he will not lack full audiences wherever he is booked to speak.

News Butchers Ruled Out of Race Carss.

This writer, while traveling on a Norfolk Southern Railroad train, noticed the absence of the news butchers' outfit in the coach assigned for Colored passengers. He asked the conducter why this absence, and was told that the general railray superintendent had issued an order forbidding news butchers and white people riding in coaches assigned for Colored passengers. The writer called at the office of the Railroad Commission in order to find out if this was in obedience to an order issued by the commission. The chief clerk was absent hence another visit will be made.

Jim Crow Car Laws - 1921.

New Jersey.

WHEN NEGROES WERE KEPT OFF TRENTON STREET CARS; OTHER OLD-TOWN GOSSIP

TRENTON N J ADVERTISER
AUGUST 28, 1921

By John J. Cleary

In the face of the formidable traffic problems of today, one is disposed to smile at the blockading of Trenton's streets when the city had a population of only about 20,000, and yet there were complaints at the period referred to, which gave subject for serious thought to the authorities. Sometimes the farmers tied their teams in great numbers along State Street, and with the little horse-car line in occupancy of the middle of the roadway, it was not uncommon for the police to have to come to the rescue of embarrassed drivers. At other times peddlers let their wagons stand on prominent corners while they cried their wares, a city ordinance to the contrary notwithstanding. An occasional runaway added variety to the day's happenings. A particularly vexatious condition grew out of the location of the city market in the centre of Greene (now Broad) Street, north of State Street, as the following paragraph from one of the local papers of some fifty years ago will indicate:

"Greene Street, by the market, is a scene of confusion on pleasant days. Teams are hitched, in defiance of the law, to posts on the west side, the hinder part of each wagon projecting into the street in such a manner as to render the passage of even a single vehicle a hazardous operation. But when the market wagons stop at the door of their stalls—as they have an undoubted right to do — one can hardly squeeze through afoot. A wagon attempted this passage yesterday, the wheels became entangled and several wagons were tilted and tossed about. One backed into baskets of sweet potatoes and peaches, spilling them into the street. Then a man was nearly run over. There was a Gordian knot of horses, dogs, men, baskets of provisions and strings of curses."

Another item a few days later told of a bad mix-up when under similar circumstances eight teams got into a jam, five attempting to squeeze through to Hanover Street and three being headed in the opposite direction. This sort of thing occurred every little while and common council was called upon to frame special regulations to cure the evil. The real remedy came with the removal of the street markets early in the 70's.

Now that we are hearing a good deal of an alleged attempt to establish in Trenton a branch of the Ku-Klux Klan to maintain white supremacy, it is pertinent to recall a time when negroes did not enjoy anything like the social advantages accorded them in Trenton today. As a specimen of less tolerant days, complaint was made in one of the local newspapers towards the close of the Civil War that negroes were kept out of our little one-horse street cars. The objection to this discrimination was uttered curiously enough, not because of a consideration for civil rights so much as because of an injustice to stockholders of the road whose revenue was thereby reduced. It was claimed that while good cash fares were thus rejected, the cars were sometimes half filled with "dead-head" passengers, who rode free because they were employes of the road or were favored members of the families of some of the officials. A considerable share of trolley car patronage comes today from colored riders.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 17

Jim Crow Car Laws – 1921.

OKLAHOMA OKLA OKLAHOMAN
JANUARY 20, 1921

Cars Here to Carry "Jim Crow" Trailers

A trailer for negro passengers on the East Fourth street carline in Oklahoma City will be installed within thirty days, it was agreed at a conference of representatives of the Oklahoma Railway company Wednesday with the corporation commission. The conference was suggested by E. R. Hughes, new member of the commission.

The East Fourth street line carries the heaviest traffic of negroes of any line in the city, and complaints of friction between negro and white passengers have been made occasionally to the commission, it was said Wedneday. Every car to be used on the line as soon as the change is made will have a trailer for negro passengers, the car itself being reserved for white passengers, members of the commission said.

Oklahoma.

Train Officials Are Forbidded Ride In Negro Compartment

12/15/21

East Tenn. Jess Knoxville Tenn.

Oklahoma City, Okla., Dec. 10.—An order recently issued by the officials of the St. L. and San Francisco Ry. Company forbids train conductors, auditors, news butchers and all other white trainmen riding in the compartment set apart for the accommodation of colored passengers. This order was issued as the result of the efforts of the state inter-racial committee who complained of the conditions.

A colored train porter, when recently asked why the the white conductor preferred to ride in the Negro section, stated the answer that the conductors gave as their reason that the Negro passengers were not as inquisitive and meddlesome as the whites. "We can open our grips and spread our tickets out in the Negro section for checking purposes without fear if our back is turned of having them disturbed, or any of the records and tickets stolen." This conductor was alleged to have made the above statement. At any rate the Negro's honesty in this instance has worked a hardship of which he complains.

TEXAS NEEDS SUCH A RULING.

Houston Tex. Informer

Due to the efforts of the Inter-Racial Commission in Oklahoma, a general order has been issued to all train conductors and auditors with specific instructions to not ride in colored compartments on the railroad trains of that state.

12/31/21

The source of quite a bit of friction between the two races on the railroad trains of the South is attributable to this riding of the white crews in colored sections of the coaches and the Sooner State deserves commendation and congratulations for this forward and protective step.

Texas needs a similar ruling, for, aside from the removal of the cause for inter-racial friction, it will afford colored passengers more seats.

It is no uncommon thing to board a passenger train in Texas and enter section reserved for colored passengers and behold the conductor occupying two seats, the auditor utilizing a similar number, often forcing colored passengers to stand or ride jammed in seats like sardines in a can.

Not infrequently does trouble arise between the white trainmen and colored passengers, for it seems to be a Southern practice for most white men to make improper advances to every decent-looking colored woman they see or come in contact with in any manner.

In addition to the white conductors, auditors and brakemen sitting in colored compartments, their den is generally a rendezvous for the express messengers, baggagemen and even white male passengers, to say nothing of the butcher, who always uses two or more seats.

Of the few seats in colored compartments on many of the railroad trains in Texas, the trainmen often and usually occupy and employ from six to eight of these, making it necessary for colored passengers to stand sometimes for miles or wait until other colored passengers have detrained.

We have seen instances where Texas conductors have become incensed and inflamed because, in over-crowded cars, some colored passenger would ask him for his seat or take same while the conductor was taking up tickets.

Then we have some asses masquerading as human beings, who serve as porters or rather valets and lackeys to the conductors and other white trainmen, who seem to delight in keeping members of their race—passengers on the trains—from these seats.

Some of these black cattle will go so far as to insult colored female passengers for some white trainmen or white passengers, and such swine are an abomination in the sight of the Lord and a disgrace to the colored race.

The race's fare (accommodations, etc.,) is unfair enough at its best on the Texas railroads, as well as on other Southern railroads, and since the race is forced to pay first-class fare and then get 'steenth-class service, it does appear reasonable that the entire section reserved for colored passengers (often small, dingy, dirty and incommodious) should be turned over to them for their use and what little comfort might be secured from such wretched and horrible accommodations.

Here is a good piece of work for the Texas Inter-Racial Commission and The Informer is voicing the sentiment of the entire race when it asks that this practice be discontinued.

It strikes The Informer that Texas can at least do as much in this respect for its colored citizens as any other state and here's hoping that some immediate action will be taken toward remedying this evil and rectifying this unsavory and unwholesome condition.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH

Jim Crow Car Laws — 1921.

Tennessee.

NASHVILLE TENN. TENNESEEAN
SEPTEMBER 19, 1921

COUNCIL SEEKS TO ENFORCE JIM CROW LAW ON TROLLEYS

Ordinance Requires That Seats Must Be Provided for All Passengers.

NEW COMMITTEES NAMED BY PRESIDENT

$500,000 Water Bond Issue Passes Second Reading. Negro School Rejected.

The city council, at a tame but interesting meeting last night, disposed of the following business:

Passed on first reading an ordinance to enforce the "Jim Crow" law on "one-man" street cars by prohibiting the entrance of more passengers than seats are provided for.

Reorganized the various standing committees as authorized by a resolution at the last meeting.

Passed on second reading the $500,000 bond issue for water main extensions in Nashville.

Rejected the majority report of the special committee authorizing the sale of city property in North Nashville as a site for the state colored girls' detention home.

Postponed action on the nonresident water ordinance.

Adopted a resolution authorizing the sale of $100,000 negotiable bonds for sewer improvement.

Recorded Councilman Goodman's announcement that he would move to reconsider action of the rejection of the $1,800,000 water works bonds at the next regular meeting.

Committees Are Named.

The first order of business at last night's meeting was the reading of the new standing committees, appointment of which was authorized by resolution at the extra session of the council last Friday night. In the absence of Wharton J. Allen, who was called out of the city on business, Councilman Yarbrough announced the new committees selected by the president as follows:

Committee on Rules—Charles Willard, chairman; L. B. Castleman, W. W. Taylor, J. H. Bauman and George Underwood.

Committee on Finance—W. W. Taylor, chairman; C. H. Yarbrough, W. J. Ezell, W. J. Allen and R. A. Goodman.

Committee on Sanitation, Health and Public Morals—Dr. J. W. Bauman, chairman; F. W. Walker, W. S. Denison, C. H. Yarbrough and A. M Hines.

Committee on Appropriations and Expenditures—George T. Underwood, chairman; F. H. Alley, Toney St. Charles, Charles Willard and Fred Gray.

Committee on Confirmations, Elections and Removals—F. W. Walker, chairman; R. A. Goodman, Fred Gray, W. S. Denison and F. H. Alley.

Report Rejected.

Immediately following the naming of the new standing committees, the council voted almost unanimously to reject a majority report of a special committee, which authorized the sale of city property in North Nashville to the state colored girls' detention home. Councilmen Bauman and St. Charles spoke against the placing of the negro school in North Nashville, and were supported in their objections by more than three-fourths of the members. The placing of the negro school in North Nashville, Dr. Bauman said, would cause dissatisfaction among the two races.

Pending investigation of an article published in an afternoon paper last week which sought to show where certain members of the council were using legislation as a "stick" to secure the resignation of City Judge Barton B. Brown, no action was taken last night on the non-resident water bill, now on second reading. A resolution adopted at the extra session of the council last week provided for the appointment of a special committee to investigate authorship and responsibility of the newspaper article.

A resolution authorizing the sale of $100,000 coupon bonds for sewer improvement in Nashville passed unanimously. These bonds represent the residue from the original issue of $1,000,000 sewer bonds provided for by the Board of Public Works in 1920.

The $500,000 bond issue, providing for an extension of water mains in Nashville, passed second reading without objection. Following the vote however, Councilman Goodman announced that he would move to reconsider the council's action in rejecting the larger bond issue of $1,800,000 at the next meeting of the body. He said that he would offer an amendment to the ordinance, providing for two bond issues and leaving the matter to the voters to say which was better for the city.

An ordinance providing for the enforcement of the "Jim Crow" law on street cars operated in Nashville and forbidding the entrance of passengers when all seats are occupied, passed first reading and was referred to a special committee composed of Messrs. Goodman, Bauman and Walker. The bill also provides punishment by fine for violation of the ordinance.

Text of Ordinance.

The ordinance in full reads:

Whereas, by chapter 150 of the Public Acts of the Tennessee Legislature of 1905, all persons, companies, or corporations operating any street car line or lines in the State of Tennessee "are required," where white and colored passengers are carried or transported in the same car or cars, to set apart and designate in each car or coach so operated for both a portion thereof or certain seats therein to be occupied by white passengers, and a portion thereof or certain seats therein to be occupied by colored passengers, in short, to actually separate the races in all such cars, and,

Whereas, this Act has been held not to be violative of either the Federal Constitution or that of the State of Tennessee, but, on the contrary, has been repeatedly approved as a valid and eminently proper exercise of the police power of the state, intended to diminish and avoid friction between the races and the resultant riots and lawless clashes, lasting stains to any community, and,

Whereas, in a recent decision by our Supreme Court, upholding an indictment of the Davidson County Criminal Court against the Nashville Railway and Light Company for failing to observe the foregoing statute, the court said: "We think the requirements that portions of the car should be set apart or separated to the particular use of each race, together with the power conferred to compel that particular use, obliged the carrier to do something more than merely designate the portions of the car to be occupied by the two races. The law intended that the carrier should enforce upon each race the occupancy of their appointed places," in short, that the races must be kept physically apart on such cars, and,

Whereas, it is the sworn duty of this council to uphold and further the aims of the laws of this state, as construed by the Supreme Court, and aid in their enforcement, and

Whereas, there are being operated in the City of Nashville, on various lines of the street railway system, a type of car commonly known as the "one-man-car," so constructed and operated that all passengers must enter and exit therefrom at one entrance, to-wit, the front of the said car, at which place is stationed the motorman-conductor, known as the "operator," who can rarely if ever leave his post and superintend the seating of the passengers to his rear, and compel the enforcement of the law, his many "two-man" duties requiring all his attention at the front of such cars, and

Whereas, said cars, by their very nature and construction, cannot comply with the requirements of the foregoing state statute, since passengers of both races are required to enter and exit from one entrance, passing through the aisles which are invariably allowed to become crowded to a density which inexorably throw the members of the races in absolute, physical proximity both by the standing in the aisles and the pushing and the shoving which results from the passage of a member of the colored race from the rear of the car completely through such crowded aisles to the only exit, and

Whereas, assaults and murders, and lesser crimes, have been imminent and only narrowly averted from the foregoing intolerable conditions which are now existing, and becoming worse daily, on the lines on which these "one-man-cars" are being operated, and serious, perhaps bloody clashes are freely predicted for the future, unless such conditions are remedied, and

Whereas, This council is ever anxious and eager, and it is its duty to protect the lives and liberties of its citizens and guests, of all races, to prevent crime, to promote peace, and is especially concerned that the women and children of Nashville shall never experience the horrors of a race-war such as has stained the fair name of other cities—race wars which sprang up from just the sort of mingling of the races as is now occurring on the said "one-man cars," and,

Whereas, The conditions aforementioned bid fair to grow worse as a result of the continued above-described operation of the cars now in use, and also from the expected extension of such "one-man car" service to other lines in the city, thus and thereby multiplying the possibilities and opportunities for violations of the Act of 1905 by the operation of said cars, and rendering still more certain the even now impending racial riots and crimes, and,

Whereas, By an ordinance of the City of Nashville, the use of the said "one-man cars" was prohibited in the City of Nashville, but the operation of which ordinance was suspended by an order of the Public Utilities Commission, dated May 13, 1920, and the Nashville Railway Light Company "ordered and directed to continue the use and operation" of the said cars, "as the same are now being operated," and

Whereas, This council is advised that the Public Utilities Commission did not have before it at the time it put down the foregoing order, the Act of 1905, nor the decision of the Supreme Court construing said Act above referred to, and its relation to the use of the said "one-man cars"; did not have before it the conditions arising from the use of said cars, heretofore set out, but predicated its action largely upon the fact that at that time a survey was being made of the street railway lines of this city, and

Whereas, since the putting down of the order aforesaid the said survey has been made and published and does not deal with the "one-man-car" in any sense, and,

Whereas, this council is advised that the Public Utilities Commission cannot, under any circumstances, authorize the use and operation of any public utility contrary to a state statute, and cannot suspend the operation of an ordinance arising from a valid exercise of the city's police power and intended to carry into effect a criminal statute of the state for the purpose of rendering life and property safe.

Now, therefore, be it enacted by the City Council of Nashville:

Section 1. That it shall be unlawful for any person, firm or corporation owning or operating street railway cars within the limits of the City of Nashville, to admit to any car operated as a "one-man-car," that is with the same entrance and exit for all passengers, more passengers than can be seated upon the seats of any such said street railway car.

Sec. 2. That when any such said railway car operated as aforesaid, shall have its complement of passengers in accordance with section 1 of this ordinance, it shall be the duty of the motorman-conductor, or operator, or other person operating any such car to display on the front of said street railway car a sign two feet square, white in color, with the word "full" in black letters, which letters shall not be less than four inches in height.

Sec. 3. It shall be unlawful for any person to board, or attempt to board, any such street railway car when the sign described and made obligatory in section 2 of this ordinance is displayed upon any street railway car.

Sec. 4. Each and every time any passenger is admitted to any such car, without their being an available seat in the said car, shall be a separate violation of this ordinance, and the operator of said car so violating this ordinance by admitting any such passenger for whom there is no seat available, shall be equally guilty hereunder with the person, firm or corporation, owning or operating any such car.

Sec. 5. Each and every violation of this ordinance shall be punishable by a fine of not less than ten ($10.00) dollars, nor more than fifty ($50.00) dollars.

Sec. 6. This ordinance to take effect from and after its passage, the welfare of the city requiring it.

Introduced by:

R. A. GOODMAN,
J. W. BAUMAN,
L. S. CASTLEMAN,
W. J. EZELL,
TONY ST. CHARLES.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH

Jim Crow Car Laws – 1921

Texas

WHITE TRAVELER PROTESTS AGAINST JIM CROW CARS

Says Women of Race Are Treated Like Mere Cattle While Journeying

Chicago ~~Defender~~ 4/9/21

Having read on different occasions copies of your paper, I find that you have the only paper of your Race that plainly advocates fair play for your people. As a traveling man I meet your people in all walks of life and I have become greatly interested in their advancement and fair play I am taking this method in the attempt to open the eyes of your law-abiding, tax-paying citizens who really deserve fair play and justice not to create any idea of race riots, etc. I hope that you and others will see what I am trying to do, because, as I have foresaid, you have people who really deserve it, and the laws of every state say that rightfully it belongs to them. If I knew the headquarters of your Advancement for Colored people, I would not hesitate in asking them to send someone to investigate these conditions as they are existing daily.

About three weeks ago I left Houston, Tex., on No. 4 en route to St. Louis. I found and noticed first at the station in Houston that there was only one man (a white brakeman) receiving regular chair car and coach passengers. At the Colored there was no one to help your women on with their baggage and children; there was not even a step box used at the Colored car. Later, when the train pulled out, I walked up ahead in the Colored car, and here was what confronted me there: The conductor and brakeman both were occupying two sections (last seats), smoking all over your women, with their personal effects spread around so that they compelled the passengers to crowd in among and on each other like a herd of cattle.

They gave the Colored passengers only one-half a coach. If a man takes a notion to smoke he must go out on the platform or else smoke there among the women. Worst of all, those men and women must use the same toilet. Yet the blackest Negro on that train is paying the same mileage to the railroad company that I am, and he is entitled to the same accommodations for himself and his family as I am.

I want you to know that I am not a Northerner, but a Texan myself; but I believe in justice. Suppose, through the neglect of the I. G. N. R. R., that some unfortunate woman in a delicate state would make a misstep in getting on or off that train, where no step box is used. Then they have willfully murdered two human beings. And those two-by-four officials would rather actually go about with a two-ton millstone about their necks than to say to me that I must use the same toilet with my women. And in the first place he has no right to smoke any place on the train while on duty, much less among women.

I have no objections to you printing this letter. It may do some good. You may have some man somewhere who has grit enough to go to these people and demand that they be treated as people and not like cattle. The train that I have referred to operates between Longview, Tex., and Galveston, known as G. N. Your people's weakness is to take anything that is handed them without question, instead of going to the right officials and demanding their rights. Now I am a regular passenger on this road and I will expect to see this adjusted in the next few days. For your people's sake, not mine.

I remain, Respectfully,
"FAIR PLAY."

P. S.—I would sign my name, but I would have to leave Texas.

SAN FELIPE JITNEY LINE AGAIN!

Houston Informer 8/20/21

As was to have been expected, the shifting or re-routing of the San Felipe jitney line to Bagby Street, enroute to town, has once more brought down the wrath and displeasure of the white residents of the aforementioned street.

A handful of these enraged white citizens have petitioned the city council not only to remove the San Felipe jitney line from Bagby Street, but they have also gone so far as to ask the abolition of the said jitney line and urged the city fathers to give the street car company "a chance."

This protest was not unexpected and it appears as if the re-routing was done purposely to give the San Felipe jitney line a black eye.

Who is really and truly back of this agitation against the San Felipe jitney line?

Why these periodic outbursts against the only colored jitney line in the city?

The San Felipe jitney line is one of the best paying lines in the city and serves the colored residents of the Fourth Ward very satisfactorily.

Trouble between colored passengers and trainmen of the Houston Electric Company on the San Felipe line has been conspicuous by its absence during the life of this jitney line.

All this report about the line killing and injuring several since employing the Bagby Street route is all tommyrot and an economical employment of veracity.

Why is it necessary for people to resort to falsehoods and fabrications to press their point and attain their desired objective?

The truth of the entire matter is, the San Felipe jitney line, despite a few shortcomings which are of a negative nature, is a short and popular line and is heavily patronized by the colored residents of that section of the city, with the result that the colored operators are earning a nice and decent living.

Is it an unpardonable sin for a colored man to make good in certain sections of the South?

Must his activities and operations be confined to a certain channel and must he forever be the victim of class legislation and proscription?

Is this sporadic fight against the San Felipe jitney line, aided and abetted by the local traction company?

The Houston Electric Company has been giving excellent service on the San Felipe line for the last year or more; but colored people are human and whenever possible it is a pleasure for them to patronize their own race and escape the humiliating and disgraceful "jim-crow" signs in the local street cars.

So much trouble is precipitated between the two races on the local street cars that The Informer commends the desire of our people to buy cars and ride in jitneys operated exclusively for our people, by our people.

This paper would like to see colored jitney lines penetrating both the Fifth and Third Ward sections; and if this were done many clashes between passengers and operators of the street cars would be avoided and rendered impossible.

The San Felipe jitney line was doing well on its original route via Dallas Avenue and Louisiana Street to the city and no complaint has been filed regarding the employment of said streets by this line.

Why was the line shifted? Had traffic become congested on the said streets to such an extent that another route was imperative?

As for the Heiner Street-West Capitol route, it would be nothing sort of a calamity to shunt the line over that route, for the Sabine bridge is in a terrible shape and will shorten the life of any car that is forced to traverse it any length of time, while the passengers would get a jolting and jarring worse than riding on a tram train in a saw mill district.

It appears to The Informer that it is about time for the city council to stop using the San Felipe jitney line as a traffic football, kicking them about at will.

It will be borne in mind that the San Felipe jitney line was routed over Bagby Street on two former occasions and due to the protest and political threat of a certain wealthy foreigner, who grew rich off of the colored people of that ward and whose racial kindred are still living amongst and waxing fat at the expense of the colored people in various parts of the city, the line was removed from that thoroughfare and put back on the Dallas Avenue-Louisiana Street route.

Our people must read the signs of the times and then interpret the same; for the color of our skin is a bar sinister and in most instances in this part of the moral vineyard, we are "damned if we do and damned if we don't."

The Informer believes that the city council will do the right thing by the San Felipe jitney line, by re-routing them via Dallas Avenue-Louisiana Street en route to the city.

THE INIQUITOUS "JIM-CROW" CAR.

Houston Informer 8/13/21

If there is any one outstanding feature of rank discrimination base segregation and malicious class legislation that rankles and riles the average colored citizen of the South, it is the abominable nefarious, diabolical, damnable, detestable and despicable "jim crow" passenger car on the railroads operating in Dixie.

This infernal and infamous means of transportation for colored passengers on the various railroads in the South is a travesty upon justice, a mockery at right and fair play and is high-handed piracy, robbery and grand larceny of the deepest dye.

Those who are acquainted and conversant with the history of

the passage of the class legislation providing for separate coaches for the two races on the railroads of the South, state that the law was passed and separate coaches employed to prevent racial disturbances.

For instance, they claim that prior to the employment of the "jim-crow" cars, "bad" white men used to terrorize colored passengers (still being done in certain parts of the South even with the separate coach laws) and to keep down trouble and disorders of an interracial nature, Southern legislatures passed laws separating the two races on the common carriers in the South.

Now the law is quite plain on this point, but true to our American custom it is the interpretation and execution of the law that finds such disfavor among our people and a few, precious few, of the fair-minded white people of the South.

May be more whites would be against the "jim-crow" law as carried out in the South today, if they had a first-hand opportunity to see it in operation in all its evil and unfair manifestations and ramifications.

The law states that the accommodations MUST be separate, but EQUAL. On its face this law, the Texas species, means that colored passengers MUST have nice, first-class day coaches; colored passengers MUST have chair car accommodations; colored passengers MUST have dining car privileges; colored passengers MUST have sleeping car accommodations.

This law also implies and stipulates that colored passengers shall occupy the section allotted to them and white passengers shall do likewise.

In other words, no whites shall ride in sections of coaches reserved for and employed by colored people, and no colored people shall ride in or occupy sections of coaches reserved for and employed by whites.

This law the colored passengers rigidly observe, both in the letter and spirit of the law; while the whites, on most Southern railroads, do as they please, riding in colored coaches at will and insulting every decent looking race woman that boards the train.

Pardon our digression and permit us to pay our respects to these asinine, mollycoddling, pussyfooting, dirty and dastardly jackasses of color masquerading as porters on many of these Southern passenger trains.

This bunch of cattle and breed of canine do more to harm and injure the cause of our race in getting anything like a fair and reasonable consideration from those in charge of these trains than the most rabid enemy of the race.

While all the porters are not guilty of such unbecoming and vile deportment, the majority of them are; and the low-down and good-for-nothing scamps and swine will go out of their way to insult colored female passengers for white trainmen and even white passengers, who make it a point to watch all stations and take notice of the decent looking colored women who board the trains.

Colored passengers are forced to pay first-class fare, just like passengers of other races; but they get only 'steenth class accommodations and service for their hard-earned cash.

To charge two men the same fare for a railroad ticket from Houston to Dallas or any other point, and then permit one to enjoy the best accommodations obtainable and force the other to submit to the worst accommodations imaginable—even worse than service given cattle on freight trains, in many instances—is highway robbery and grand larceny on the part of the railroad officials; and, because the state permits the railroad officials to pull off such unfair and un-American practice, each citizen thus winking at the inequalities and injustices of such a system is a particeps in criminis.

No man nor set of men have a right to take a person's money for one thing and then force said person to take something of far less monetary value.

Colored passengers are often huddled up in coaches on the Southern railroads worse than cattle; while four seats are generally occupied by the white vendor and train crew, while many vacant seats are to be found in sections occupied by whites.

We had an occasion to board a train at the Grand Central depot a few nights ago—the night the delegates were returning home from the Odd Fellows grand lodge held here last week.

What was the first sight to greet our eyes? Colored passengers, riding on first-class tickets, were compelled to crowd and jam each other in the section reserved for our women, while the conductor and butcher were utilizing four of the best seats in the coach. This is no unusual sight and thus while our people are denied the kind of accommodations that they pay their money for, they can not even ride in said dingy, smoky and nasty compartments without being robbed of their seats by white trainmen and others who frequent the colored coaches presumably to talk with the white trainmen, but who in reality come in to "spot" our women.

If the South has any sense of fairness; if the chivalrous spirit of Dixie is not a forgotten memory; if justice is not dead and the title a misnomer; if democracy is not sounding brass and tinkling cymbals; if Americanism is not a term simply to conjure with and delude and deceive the unsophisticated; if the word, right, has not been stricken from our Southern vocabulary; if fair play and square deal have not been consigned to the sea of oblivion—yea if the Southern white man ever intends to teach by precept and example his high-sounding humanitarian and utilitarian doctrines and preachments, there is no better place to demonstrate this than by abolishing the iniquitous and inhuman "jim-crow" cars on his railroads in the South and adhere to both the spirit and letter of the statute by according to the colored race the same class of accommodations on the public carriers that he and his enjoy.

This should be one of the first matters to merit the earnest and sympathetic attention of the Texas inter-racial commission.

We ask for nothing more and shall be satisfied with nothing less. If we don't deserve first-class accommodations, then reduce the tariff on our tickets.

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Jim Crow Car Laws – 1921.

Tennessee.

Jim Crow Laws.
JANUARY 12, 1921
MEMPHIS TENN APPEAL

Segregation of the races, which finds legal expression in what are derisively called Jim Crow laws, is very generally supposed to be distinctively southern doctrine. But this appears to be a serious error, in the light of revelations that have recently come to our notice.

In a brief auto-biographical sketch, the late Joseph H. Choate says: "One of my very earliest recollections was in 1837, when I was five years old, being taken by my father to the top of Castle Hill, which lay to the south of the town, to see the first railroad train come in from Boston. Compared with any railroad train now known it was a very petty and puny affair, a little engine with two small-sized passenger cars and what was called a 'nigger car' attached for colored people to ride in."

The scene of this incident was Salem, Mass.; and it should be noted that the Jim Crow car thus described was attached to a train coming from Boston, the "hub of the universe," the home of abolitionism. But New England does nothing by halves. When it changed its principles, it did so completely and swung to the other extreme. And with the characteristic spirit of a proselyte and a propagandist it has been untiring in its efforts to enforce its doctrines upon the balance of the world.

And it is only fair to him to say that Mr. Choate himself became a firm adherent of the reformed doctrines. Nobly did he come to the support of the negroes in New York City, which had become his home, during the noted draft riots, when they were the victims of a blind and indiscriminate persecution and slaughter, a thing which could never have happened in the south. He hid away several of the hunted creatures in the basement of his own home until the frenzy had passed, thus exposing himself and his young family to the fury of the rioters.

Segregation has been adopted by the south as being the wisest policy for the maintenance of peace, and as being promotive of the best interests of both races. And its wisdom has been fully justified by the actual results. But we stand for its application in a spirit of justice to the negro. Equal accommodations should be provided for him; his money should procure for him as much as a white man's money does; and until this condition is brought about the south will be obliged to rest under a legitimate reproach for such unworthy discrimination.

Car Company Is Fined on Violation of Jim Crow Law

NASHVILLE TENN BANNER
FEBRUARY 1, 1921

As defendant in a suit charging the violation of the statute which provides that white and colored passengers shall not be allowed to co-mingle on street cars and other common carriers in the state of Tennessee, the Nashville Street Railway & Light Company was assessed a fine of $2,000 by the jury in the First criminal court this morning.

The offense charged occurred on a Fairfield street car on Jan. 2. The company was under indictment on three counts charging co-mingling of the races on the street cars which the manage.

Judge J. M. Anderson, for the defendant, moved for a new trial and will be heard Saturday. Attorney John W. Gaines and Attorney-General J. C. Edwards were the attorneys for the state.

THIS COMPANY OPPOSES THE SEPARATE CAR LAW.

2/11/12

The Nashville Street Railway, fined $2,000 last week by a Tennessee Court for its failure to provide separate coaches for white and colored passengers as the law there requires, has taken an appeal to the Supreme Court.

Afro-American

The Company is not concerned about the moral or constitutional issue involved in the Jim Crow car, but it is concerned about the way it spends its own money. The expenditure of thousands of dolars to put partitions in its cars just for the accommodation of the comparatively few colored patrons that ride, to use the common expression "got the goats" of the Nashville Railway Board of Directors. Besides this the installation of such partitions cut the carrying capacity of each car from 65 to 50 passengers, which requires the company to put on more cars, thereby increasing the operating expenses.

If the Pullman and Dining Car companies were compelled under the law to provide eating and sleeping accommodations for colored passengers, they would make it their business also to fight the Jim Crow car laws of the South.

NASHVILLE STREET RAILWAY COMPANY FINED

East Tennessee News 2-3-21

VIOLATION OF "JIM-CROW" LAW CHARGED.—CASE APPEALED TO SUPREME COURT FOR PURPOSE OF MAKING TEST.

Nashville, Tenn., Feb. 1.—A fine of $2,000 was assessed against the Nashville Street Railway Co., today, in a local court, on a charge of violating the statute which provides for the compan yarranging for the separation of races on street cars. The case was appealed to the supreme court for the purpose of making a test of the law.

Af-A—American 7/15/21

NEW TRIAL FOR J. C. CASE

Nashville, Tenn., July 14.—On account of an error on the part of the jury in fixing the amount of fine against the Nashville Street Railway Co., which has refused to provide separate coaches for white and colored passengers, the State Supreme Court reversed the case and granted a new trial.

VIOLATE DJIM CROW LAW.

Commercial Appeal Memphis Tenn. 11/23/21

Nashville Car Company Fined Limit on Pleading Guilty.

NASHVILLE, Tenn., Nov. 23.—The Nashville Railway & Light Company pleaded guilty of having violated the "Jim Crow" law in permitting the co-mingling of whites and blacks in nine of the eleven cases pending against the company in the First Criminal Court Monday morning. Judge A. B. Anderson imposing the maximum fine of $25 in each case, for a total of $225.

With former cases on the same violations, fines have amounted to approximately the same mark, making the total expended in fines by the company near $500 for these alleged flagrant violations appearing in all parts of the city of Nashville.

companies in the South as elsewhere, trying to cut down operating expense have been experimenting with a type of car, in which passengers enter and leave by the front door, the motorman and conductor being the same employe. This necessitated the passing of Negroes through the white sections of the car, and the result in Nashville was these charges of permitting co-mugling of whites and blacks.

FINES IMPOSED FOR "JIM CROW" VIOLATION

Montgomery Advertiser Ala. 11/23/21

NASHVILLE, TENN., NOV. 21.—The Nashville Railway and Light Co., was fined $25 today in each of nine cases in which the defendant was charged with violating the "Jim Crow" law by permitting the co-mingling of white people and negroes in street cars.

CAR CO. PAYS $500 FOR LETTING RACES MIX

Chicago White 12/3/21

Nashville, Tenn. Dec. 3, 1921. — The Nashville Railway and Light Company plead guilty last week to nine out of eleven charges of violating the Jim Crow Law, and Judge A. B. Anderson of the First Criminal Court assessed the Maximum fine of $25.00 and costs for each. These nine cases, along with other previously disposed of, costs the company almost $500.00 expenditure in fines alone. The 'one-man' car was at the bottom of the difficulty. Street car

DIVISION OF BEHAVIORAL SCIENCE RESEARCH

"Do you mean to say that sometimes colored people fill all the seats, except the two side seats in front, and that when white persons later board the car they must stand?" was the question propounded by Judge John L. Greer in the City Court and directed to Conductor O. J. Brown, of the Knoxville Railway and Light Co. The conductor replied "yes, that's right." East Tenn. News. 5/12/22

Judge Greer further stated, "Well, it looks to me like this is the end of this case right there. Uuless it can be shown that Mr. Brown is incorrect about this rule, I'll dismiss the case."

The dialogue which tends to encourage injustice toward the Negro and is possibly the most flagrant that has been shown in the city for many years came about when Robert D. Taylor, well known white attorney and a nephew of Tennessee's republican governor defied the "Jim-Crow" law which provides separate seats on street cars for the races in Teennessee when Conductor Brown who was in charge of a Washington avenue car one evening last week requested him to move forward that several colored ladies might be given seats. Mr. Taylor refused and the conductor who was in charge of the car and was endeavoring to deal fairly with his passengers stopped the car and ordered his arrest. It became necessary for Patrolmen E. A. Carr and W. N. Burnett to forcibly eject the attorney from the car and he was ordered to appear in city court.

Praise Due Conductor

Fairminded citizens are according Conductor O. J. Brown the praise that is due him for his fairness in looking after the welfare of his passengers, regardless as to race. According to his statement Mr. Taylor was wholly without his rights in this action. The conductor states: "Mr. Taylor boarded an outbound Washington avenue car on Gay street a few minutes after five o'clock. Several front seats in the car were vacant, yet the attorney who should have known the law as it appears on the statute books, took one of the seats very near the rear of the car. At the corner of Vine and Gay streets, several colored passengers boarded the car including two colored ladies and I stepped to the attorney and requested that he move toward the front of the car and occupy one of the vacant seats. I pointed to one of the seats that was vacant. Mr. Taylor refused to comply with my request although I made it several times. It was then that I called in the officers to arrest him. A charge of disorderly conduct was preferred against the attorney."

CITY JUDGE DISMISSES CASE

When the case was called in Judge John Greer's court, the city judge heard the evidence and dismissed the case against the attorney. State warrants were procured for him, however, in Esq. W. M. Seller's court and the case was appealed to criminal court with trial.

That the conductor was justified in his action is without question, was the statement of many prominent citizens who heard of the deplorable affair. "With such encouragement given in this case it will be almost impossible for Negroes to board street cars," was the statement of a fair-minded white citizen, who further stated: "here is a case where the party should have put forth an effort to preserve the law. The conductor was endeavoring to be fair in his actions and he was not given the proper co-operation."

Law Very Plain

The state law providing for separate places for the races on street cars, is very plain. It specifically provides that two seats shall be provided for the white race in the front of the car and that the white race shall fill the car from these two seats toward the back within two seats of the rear. The colored race shall fill the car from the rear toward the front up to the two seats provided for the whites. That is, if colored passengers board the car in larger numbers than white passengers, they will fill the seats toward the front up to two seats and should white passengers board the car in larger numbers than colored passengers they will fill the car from the front back. No passenger can be ordered to move unless a seat can be provided for him, according to law.

Would Prevent Negroes From Riding

A recent complaint was noted last week concerning the attitude of a white passenger on a Lyons View car. Evidently under the influence of some of the blookum that local bootleggers dispense the passengers appeared offensive, not only to the colored passengers but the white passengers by proclaiming his rights to occupy the entire car. "Are you going to let these niggers fill the entire car," was the statement of the irrate passenger directed toward the conductor. "If it was left to me I would put everyone of them off," he further stated. The conductor was very emphatic in assuring the "gentleman" that he would not do anything of the kind.

The attitude employed by the conductors in the employ of the Knoxville Railway and Light Co., is the source of favorable comment from many colored citizens.

The case will be watched with interest as it involves a question as to whether the unfair attitude as exhibited by the attorney will be sanctioned further and as to whether the conductor will be upheld in his action of seeking to provide for the comfort and protection of his passengers.

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Jim Crow Car Laws – 1921.

West Virginia

WHEELING W VA REGISTER
APRIL 7, 1921

COLORED PEOPLE TO FIGHT JIM CROW BILL

Members of the Wheeling branch of the National Association for the Advancement of Colored People, are waging a state and local fight to defeat the passage of House Bill No. 425 providing for separate railroad accomodations for white and colored people in West Virginia.

H. H. Jones, president of the association, is in Charleston lobbying to defeat the bill. He carried with him a petition from colored folks of Wheelling and many influential white persons.

While in Charleston he will lend his efforts in securing the passage of the anti-lynching bill now pending in the legislature.

Jim Crow Car Laws – 1921.

Virginia

Violates Jim Crow Law and Gets A Fine

Norfolk Journal & Guide 7/30/21

No Color Line Drawn By Justice Simmons In Punishing Violators. Conductor Gets Praise for Prosecution

P. E. Abinoness, a Syrian, was fined $20.00 and costs in the Police Court by Justice Simmons, Tuesday morning, for violating the Jim Crow car law. From the evidence adduced at the trial, colored people were standing and the conductor requested Abiouness to move forward. This he refused to do, and was later arrested by the conductor. It is a very poor law that doesn't work both ways, but it is very unusual for conductors to show the fairness this one in question did in making this arrest and prosecuting the case.

JIM CROW CAR IS EMPTY

Alexandria, Va., Sept. 1.—Jim Crow railway trains between here and Washington are empty now. The new Brooks Jitney Bus Line, owned by colored people makes twenty trips a day between the two towns..

DIVISION OF BEHAVIORAL SCIENCE RESEARCH